

Downtown Wichita Streetscape Design Guidelines

Final Draft

- Project Status Update
- Implementation Model
- Input and Feedback

Project Status

Revised Schedule:

Mar. 17 – Design Council

Mar. 19 – Downtown Master Plan
Steering Committee

Mar. 23 – City Council Workshop

Mar. 25 – WDDC

Mar. 30 – County Commission

Apr. 8 – Distribute Final Draft to
Steering Committee and
Design Council for final
comments.

Apr. 12 – Submit Final Document to City

Apr. 20 – City Council for Approval



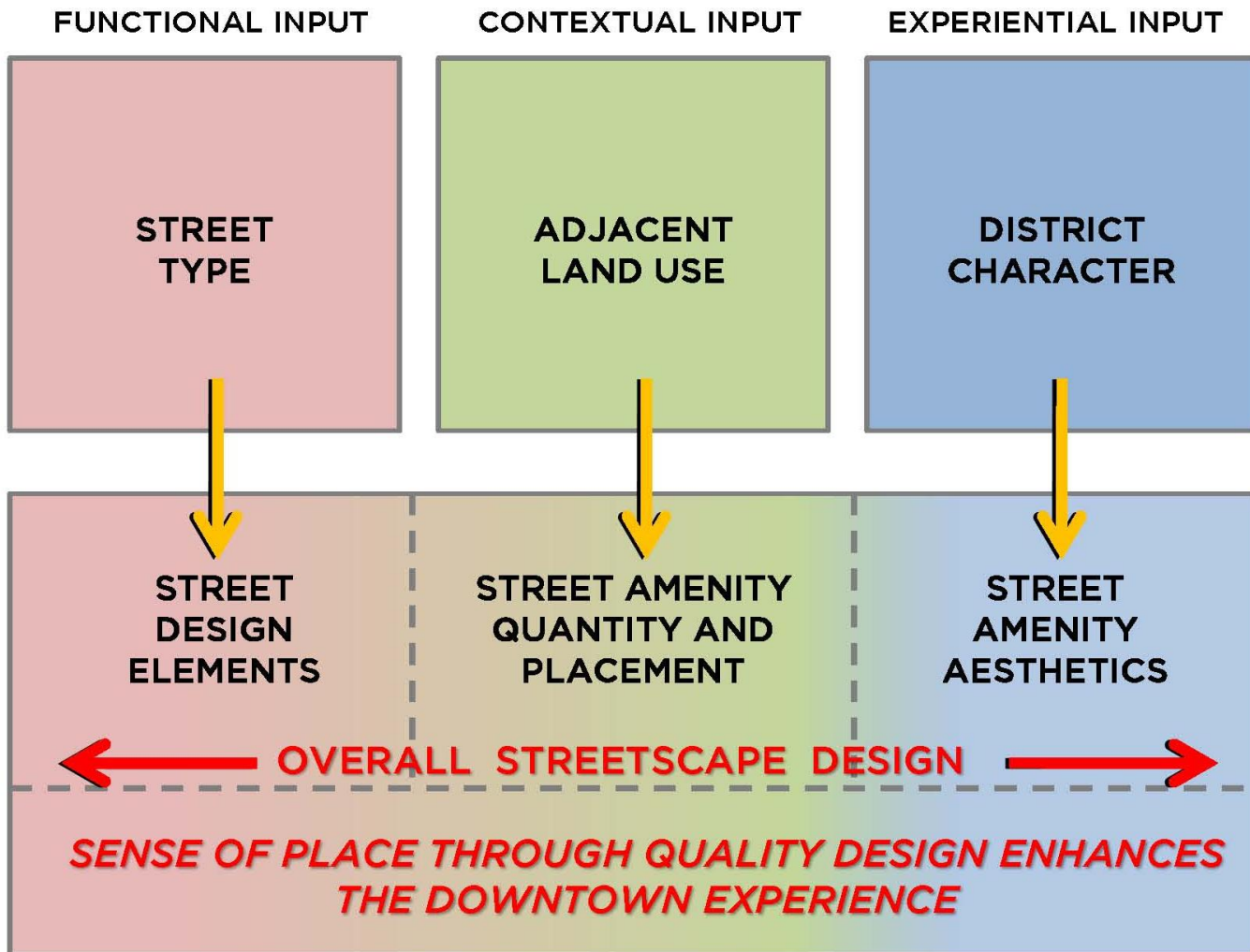
Project Status

Design Guideline Summary

Amenity Quantities under review

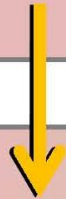
- Existing Douglas pylon streetscape equates to 5.5' to 7.4' seating/ 100'
- Existing Main streetscape at library equates to 13.3' seating/ 100' (44'/100' if seat walls included)
- Utilizing the “preferred” images selected by the public at the Downtown Master Plan workshop to obtain comparison data, and then will finalize quantities. Finalizing narrative and graphics per feedback received to date.

Implementation Model



Functional Inputs

**STREET
TYPE**



**STREET
DESIGN
ELEMENTS**

Street Type

Designation	Name
A	Balanced - Auto
B	Balanced - Transit
C	Balanced - Bicycle
D	Pedestrian
E	Plaza
F	Alley

Traffic Zone¹ (Travel Lanes Only)
Configuration
Preferred width
Acceptable width

Parking Zone

Preferred Configuration
Preferred width
Acceptable Configuration
Acceptable width

Bicycle Zone

Preferred Configuration
Preferred width
Acceptable Configuration
Acceptable width

Pedestrian Zone

Preferred width
Acceptable width

Amenity Zone

Type/Configuration
Preferred width⁴
Acceptable width⁴

Median⁵

Preferred type
Acceptable type
Preferred width
Acceptable width

Functional Input Implementation Matrix

Street Zone	Street Type (Implementation Designation in parentheses)					
	Automobile Balanced Streets (A)	Transit Balanced Streets (B)	Bicycle Balanced Streets (C)	Pedestrian Streets (D)	Plaza Streets (E)	Alley Streets (F)
Traffic Zone ¹ (Travel Lanes Only) Configuration Preferred width Acceptable width	◆ 11' per travel lane 10' per travel lane	◆ 12' per travel lane 11' per travel lane	◆ 11' per travel lane 10' per travel lane	◆ 12' per travel lane 11' per travel lane	◆ 12' per travel lane 10' per travel lane	◆ 15' 10'
Parking Zone Preferred Configuration Preferred width Acceptable Configuration Acceptable width	⊙ 18' - 20' per side ⊞ 8' per side	⊞ 8' per side ⊞ 8' per side	⊞ ² 8' per side ⊙ ³ 18' - 20' per side	⊙ 18' - 20' per side ⊞ 8' per side	⊙ 18' - 20' per side ⊞ 8' per side	-- -- -- --
Bicycle Zone Preferred Configuration Preferred width Acceptable Configuration Acceptable width	-- -- -- --	-- -- -- --	Cycle Track 8' - 10' per side On-street bicycle lanes 4' - 5' 6" per side	-- -- -- --	-- -- -- --	-- -- -- --
Pedestrian Zone Preferred width Acceptable width	11' per side 7' per side	11' per side 7' per side	14' per side 7' per side	14' per side 7' per side	14' per side 7' per side	-- --
Amenity Zone Type/Configuration Preferred width ⁴ Acceptable width ⁴	⊗ 5' per side 4' per side	-- 7' per side 5' per side	-- 7' per side 5' per side	⊗ 7' per side 5' per side	-- 5' per side 4' per side	-- -- --
Median ⁵ Preferred type Acceptable type Preferred width Acceptable width	✕ Paved 11' 5'	✕ Paved 11' 5'	✕ -- 11' 5'	✕ -- 11' 5'	✕ Paved 11' 5'	-- -- -- --

Footnotes

- ¹ Located between backs of curbs
- ² Preferred when paired with cycle tracks unless ROW width allows for angled parking
- ³ Preferred when paired with on-street bicycle lanes
- ⁴ As measured from front curb face
- ⁵ Placement on specific streets as determined by approved City plans and policies

Symbol Legend

- ◆= Lane configurations to determined by approved City plans and policies
- ⊙= Angled parking, with preference for back-in spaces
- ⊞= Parallel parking
- ⊗= Planting strip encouraged
- ✕= Landscaped median encouraged

Contextual Inputs

**ADJACENT
LAND USE**



**STREET AMENITY
QUANTITY AND
PLACEMENT**

Adjacent Land Use

Designation	Name
a	Office/Institution
b	Retail
c	Residential
d	Mixed Use
e	Entertainment
f	Arts

Street Furnishings/Street Art

Seating Options	Type Minimum quantity
Trash Receptacles ²	Minimum quantity Preferred location
Newspaper Vending	Acceptable quantity/spacing
Transit Amenities	Type Minimum quantity
Bicycle Parking	Preferred type Minimum quantity Preferred locations Bicycle/Transit Multiplier ¹
Pedestrian Street Lighting	Minimum illumination level
Signage	Advertising Allowed Additional allowed Maximum quantity Preferred location

Contextual Inputs

Contextual Input Implementation Matrix

Street Amenities	Adjacent Land Use Type (Implementation Designation in parentheses)					
	Office/Institutional Land Use (a)	Retail Land Use (b)	Residential Land Use (c)	Mixed Use Land Use (d)	Entertainment Land Use (e)	Arts Land Use (f)
Street Furnishings/Street Art						
Seating Options						
Type	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.
Minimum quantity	10 linear feet of seating per 50' of street frontage per side	10 linear feet of seating per 50' of street frontage per side	10 linear feet of seating per 100' of street frontage per side	10 linear feet of seating per 50' of street frontage per side	15 linear feet of seating per 50' of street frontage per side	15 linear feet of seating per 50' of street frontage per side
Trash Receptacles ²						
Minimum quantity	1 per 100' of street frontage per side; distributed evenly	1 per 100' of street frontage per side; distributed evenly	1 per 150' of street frontage per side; distributed evenly	1 per 100' of street frontage per side; distributed evenly	1 per 75' of street frontage per side; distributed evenly	1 per 150' of street frontage per side; distributed evenly
Preferred location	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations
Newspaper Vending						
Acceptable quantity/spacing	2 per street per intersection	1 per street per intersection	2 per street per intersection	2 per street per intersection	1 per street per intersection	1 per street per intersection
Transit Amenities						
Type	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit
Minimum quantity	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit
Bicycle Parking						
Preferred type	Lockers	Racks	Racks	Racks	Racks	Racks
Minimum quantity	4 spaces per 100' street frontage per side in amenity zones or bulb-outs;	4 spaces per 100' street frontage per side in amenity zones or bulb-outs;	2 spaces per 100' street frontage per side in amenity zones or bulb-outs;	4 spaces per 100' street frontage per side in amenity zones or bulb-outs;	5 spaces per 100' street frontage per side in amenity zones or bulb-outs; preferred locations near venue entrances	5 spaces per 100' street frontage per side in amenity zones or bulb-outs; preferred locations near venue entrances
Preferred locations	distributed evenly between end- and mid-block locations	In amenity zones or bulb-outs; preferred locations near retail entrances	distributed evenly between end- and mid-block locations	distributed evenly between end- and mid-block locations	In amenity zones or bulb-outs; preferred locations near venue entrances	In amenity zones or bulb-outs; preferred locations near venue entrances
Bicycle/Transit Multiplier ¹	1.5	1.5	1.5	1.5	1.5	1.5
Pedestrian Street Lighting						
Minimum illumination level	1 foot candle	2 foot candles	1/2 foot candle	2 foot candles	2 foot candles	1 foot candle
Signage						
Advertising						
Allowed	Per adopted code	Per adopted code	Per adopted code	Per adopted code	Per adopted code	Per adopted code
Additional allowed	--	Mini-pylon	--	Mini-pylon	Mini-pylon	Mini-pylon
Maximum quantity	--	1 per retail business; limited to areas with street trees in amenity zone	--	1 per retail business; limited to areas with street trees in amenity zone	1 per retail business; limited to areas with street trees in amenity zone	1 per retail business; limited to areas with street trees in amenity zone
Preferred location	--	Amenity zone	--	Amenity zone	Amenity zone	Amenity zone

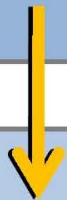
Footnotes

¹ If located on a Transit Balanced or Bicycle Balanced Street Type multiply base requirement by multiplier

² Optional, use may depend upon City operational Capacity

Experiential Inputs

**DISTRICT
CHARACTER**



**STREET
AMENITY
AESTHETICS**

District Character	
Designation	Name
1	Government Center
2	Financial Subdistrict
3	River Center
4	Delano Subdistrict
5	WaterWalk Subdistrict
6	Old Town
7	Museums on the River
8	Arena Neighborhood
9	Commerce Street Subdistrict

Street Amenities	
Hardscape Surfaces	
Sidewalks	Preferred Design Description
	Acceptable Design Description
Crosswalks	
	Preferred Design Description
	Acceptable Design Description
Bulb-outs ¹	
	Preferred Design Description
	Acceptable Design Description
Amenity Style Group	
Amenities	Furnishings, Barriers, Lighting Fixtures, and Wayfinding Elements, etc.

Experiential Inputs

Street Amenities	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Hardscape Surfaces									
Sidewalks									
Preferred Design Description	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Brick pavers	Plain concrete w/artistic scoring patterns	Brick pavers	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns
Acceptable Design Description	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns and brick-banded amenity zone	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns and brick-banded amenity zone	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns
Crosswalks									
Preferred Design Description	Brick pavers	Brick pavers	Brick pavers	Brick pavers	Brick pavers	Brick pavers	Artistic designs in concrete or brick; must meet regulations	Brick pavers	Artistic designs in concrete or brick; must meet regulations
Acceptable Design Description	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Brick pavers or integrally colored concrete	Integrally colored concrete	Painted designs on concrete; must meet regulations
Bulb-outs ¹									
Preferred Design Description	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Brick or concrete pavers	Brick or concrete pavers	Plain concrete w/artistic scoring patterns	Brick or concrete pavers	Brick or concrete pavers	Brick or concrete pavers	Brick or concrete pavers
Acceptable Design Description	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Stamped concrete	Stamped concrete	Plain concrete w/standard scoring patterns	Stamped concrete	Plain concrete w/standard scoring patterns	Stamped concrete	Decomposed granite in bike parking or interpretive environments
Amenity Style Group									
Amenities									
Furnishings, Barriers, Lighting Fixtures, and Wayfinding Elements, etc.	Contemporary	Contemporary	Contemporary, excluding River Corridor	Traditional	Contemporary, excluding River Corridor	Traditional	Artistic	Traditional	Artistic

Footnotes

¹ Where hardscape used in lieu of landscape

Implementation Model

FUNCTIONAL INPUT

CONTEXTUAL INPUT

EXPERIENTIAL INPUT

STREET
TYPE

ADJACENT
LAND USE

DISTRICT
CHARACTER

TANGIBLE
OUTPUT

STREET
DESIGN
ELEMENTS

STREET AMENITY
QUANTITY AND
PLACEMENT

STREET
AMENITY
AESTHETICS

← **OVERALL STREETScape DESIGN** →

INTANGIBLE
OUTPUT

***SENSE OF PLACE THROUGH QUALITY DESIGN ENHANCES
THE DOWNTOWN EXPERIENCE***

Translating the Model

Input Designation Matrix

Functional Input Street Type		Contextual Input Adjacent Land Use		Experiential Input District Character	
Designation	Name	Designation	Name	Designation	Name
A	Balanced - Auto	a	Office/Institution	1	Government Center
B	Balanced - Transit	b	Retail	2	Financial Subdistrict
C	Balanced - Bicycle	c	Residential	3	River Center
D	Pedestrian	d	Mixed Use	4	Delano Subdistrict
E	Plaza	e	Entertainment	5	WaterWalk Subdistrict
F	Alley	f	Arts	6	Old Town
				7	Museums on the River
				8	Arena Neighborhood
				9	Commerce St. Subdistrict

- Today's Example: Bicycle Balanced Street; Retail Land Uses; Arena Neighborhood
- Input Designation: C-b-8

Functional Input Implementation Matrix

Street Zone	Street Type (Implementation Designation in parentheses)					
	Automobile Balanced Streets (A)	Transit Balanced Streets (B)	Bicycle Balanced Streets (C)	Pedestrian Streets (D)	Plaza Streets (E)	Alley Streets (F)
Traffic Zone ¹ (Travel Lanes Only) Configuration Preferred width Acceptable width	◆ 11' per travel lane 10' per travel lane	◆ 12' per travel lane 11' per travel lane	◆ 11' per travel lane 10' per travel lane	◆ 12' per travel lane 11' per travel lane	◆ 12' per travel lane 10' per travel lane	◆ 15' 10'
Parking Zone Preferred Configuration Preferred width Acceptable Configuration Acceptable width	◎ 18' - 20' per side ▣ 8' per side	▣ 8' per side ▣ 8' per side	▣ ² 8' per side ◎ ³ 18' - 20' per side	◎ 18' - 20' per side ▣ 8' per side	◎ 18' - 20' per side ▣ 8' per side	-- -- -- --
Bicycle Zone Preferred Configuration Preferred width Acceptable Configuration Acceptable width	-- -- -- --	-- -- -- --	Cycle Track 8' - 10' per side On-street bicycle lanes 4' - 5' 6" per side	-- -- -- --	-- -- -- --	-- -- -- --
Pedestrian Zone Preferred width Acceptable width	11' per side 7' per side	11' per side 7' per side	14' per side 7' per side	14' per side 7' per side	14' per side 7' per side	-- --
Amenity Zone Type/Configuration Preferred width ⁴ Acceptable width ⁴	⊗ 5' per side 4' per side	-- 7' per side 5' per side	-- 7' per side 5' per side	⊗ 7' per side 5' per side	-- 5' per side 4' per side	-- -- --
Median ⁵ Preferred type Acceptable type Preferred width Acceptable width	✕ Paved 11' 5'	✕ Paved 11' 5'	✕ -- 11' 5'	✕ -- 11' 5'	✕ Paved 11' 5'	-- -- -- --

Footnotes

¹ Located between backs of curbs

² Preferred when paired with cycle tracks unless ROW width allows for angled parking

³ Preferred when paired with on-street bicycle lanes

⁴ As indicated on the plan view of the street

⁵ Placement on specific streets as determined by approved City plans and policies

Symbol Legend

◆ = Lane configurations to be determined by approved City plans and policies

◎ = Angled parking, with preference for back-in spaces

▣ = Parallel parking

⊗ = Planting strip encouraged

✕ = Landscaped median encouraged

Functional Input Designation: C

Street Zone	Automobile Balanced Streets (A)	Transit Balanced Streets (B)	Bicycle Balanced Streets (C)
Traffic Zone ¹ (Travel Lanes Only) Configuration	◆	◆	◆
Preferred width	11' per travel lane	12' per travel lane	11' per travel lane
Acceptable width	10' per travel lane	11' per travel lane	10' per travel lane

Symbol Legend

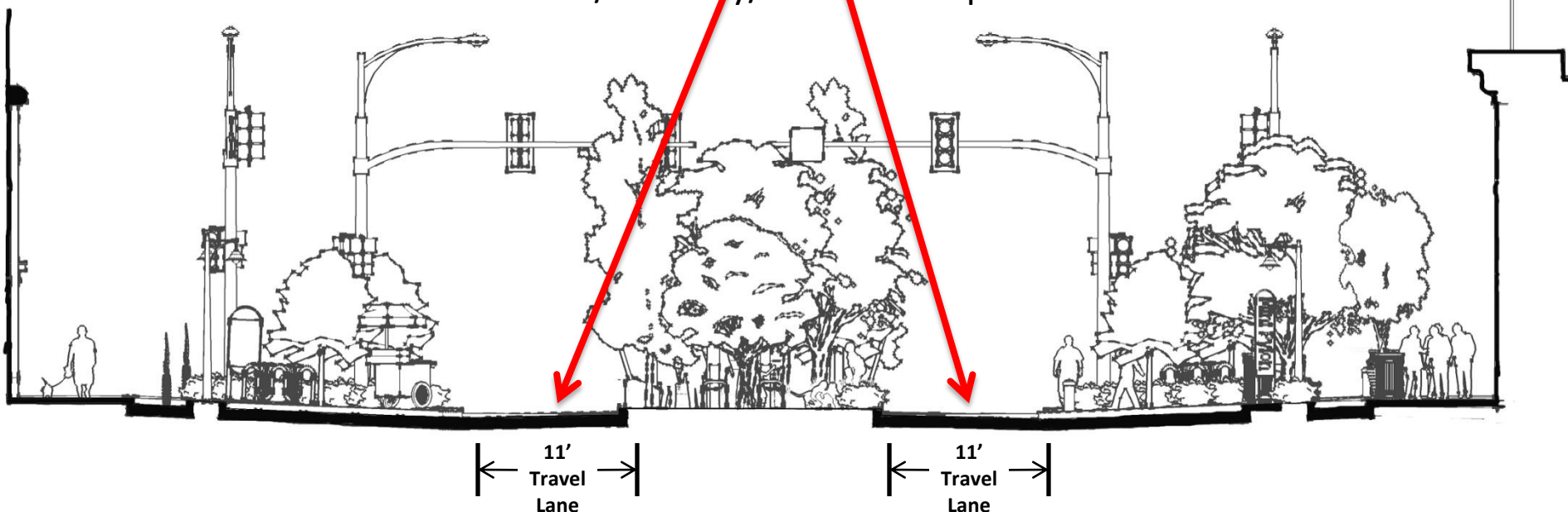
- ◆ = Lane configurations determined by approved City plans and policies
- ⊙ = Angled parking, with preference for back-in spaces
- ▣ = Parallel parking
- ⊗ = Planting strip encouraged
- ✻ = Landscaped median encouraged

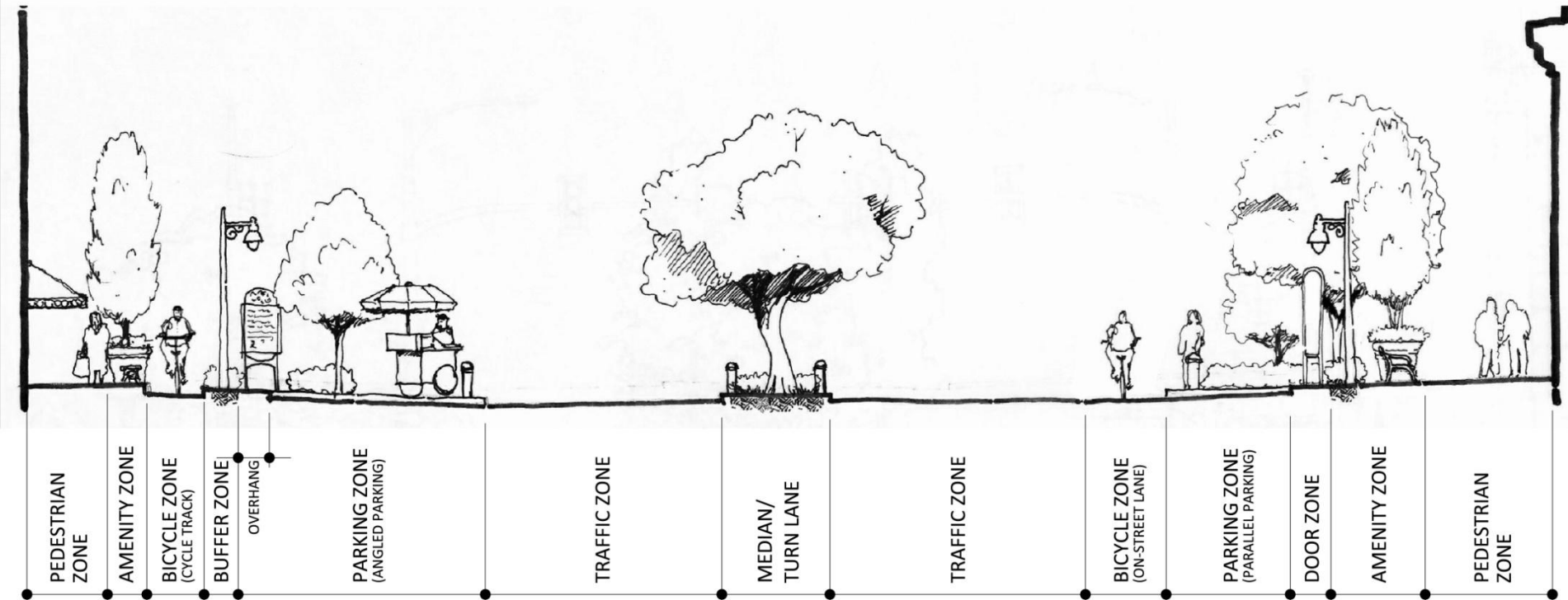
Functional Input Designation: C

Street Zone	Automobile Balanced Streets (A)	Transit Balanced Streets (B)	Bicycle Balanced Streets (C)
Traffic Zone ¹ (Travel Lanes Only) Configuration Preferred width Acceptable width	◆ 11' per travel lane 10' per travel lane	◆ 12' per travel lane 11' per travel lane	◆ 11' per travel lane 10' per travel lane

Symbol Legend
◆ = Lane configurations to determined by approved City plans and policies
⊙ = Angled parking, with preference for back-in spaces
▣ = Parallel parking
⊗ = Planting strip encouraged
✕ = Landscaped median encouraged

Two-lane/two-way/with landscaped median





Contextual Input Implementation Matrix

	Adjacent Land Use Type (Implementation Designation in parentheses)					
	Office/Institutional Land Use (a)	Retail Land Use (b)	Residential Land Use (c)	Mixed Use Land Use (d)	Entertainment Land Use (e)	Arts Land Use (f)
Street Amenities						
Street Furnishings/Street Art						
Seating Options						
Type	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.
Minimum quantity	10 linear feet of seating per 50' of street frontage per side	10 linear feet of seating per 50' of street frontage per side	10 linear feet of seating per 50' of street frontage per side	15 linear feet of seating per 50' of street frontage per side	15 linear feet of seating per 50' of street frontage per side	15 linear feet of seating per 50' of street frontage per side
Transit Amenities						
Type	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit
Minimum quantity	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit
Bicycle Parking						
Type	Racks/lockers	Racks/lockers	Racks/lockers	Racks/lockers	Racks/lockers	Racks/lockers
Minimum quantity	4 spaces per 100' street frontage per side	4 spaces per 100' street frontage per side	2 spaces per 100' street frontage per side	4 spaces per 100' street frontage per side	5 spaces per 100' street frontage per side	5 spaces per 100' street frontage per side
Preferred locations	In amenity zones or bulb-outs; distributed evenly between end- and mid-block locations	In amenity zones or bulb-outs; preferred locations near retail entrances	In amenity zones or bulb-outs; distributed evenly between end- and mid-block locations	In amenity zones or bulb-outs; distributed evenly between end- and mid-block locations	In amenity zones or bulb-outs; preferred locations near venue entrances	In amenity zones or bulb-outs; distributed evenly between end- and mid-block locations
Bicycle/Transit Multiplier ¹	1.5	1.5	1.5	1.5	1.5	1.5
Pedestrian Street Lighting						
Minimum illumination level	1 foot candle	2 foot candles	1/2 foot candle	2 foot candles	2 foot candles	1 foot candle
Design requirement	Must be capable of supporting banner installations	Must be capable of supporting banner installations	Must be capable of supporting banner installations	Must be capable of supporting banner installations	Must be capable of supporting banner installations	Must be capable of supporting banner installations
Newspaper Vending						
Acceptable quantity/spacing	1 per street per intersection	1 per street per intersection	1 per street per intersection	1 per street per intersection	1 per street per intersection	1 per street per intersection
Trash Receptacles						
Minimum quantity	1 per 100' of street frontage per side; distributed evenly	1 per 75' of street frontage per side; distributed evenly	1 per 100' of street frontage per side; distributed evenly	1 per 100' of street frontage per side; distributed evenly	1 per 50' of street frontage per side; distributed evenly	1 per 100' of street frontage per side; distributed evenly
Preferred location	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations
Barriers and Bollards						
Minimum quantity	As needed	As needed	As needed	As needed	As needed	As needed
Preferred type	Movable bollards encouraged on Pedestrian, Plaza and Alley Street Types	Movable bollards encouraged on Pedestrian, Plaza and Alley Street Types	Movable bollards encouraged on Pedestrian, Plaza and Alley Street Types	Movable bollards encouraged on Pedestrian, Plaza and Alley Street Types	Movable bollards encouraged on Pedestrian, Plaza and Alley Street Types	Movable bollards encouraged on Pedestrian, Plaza and Alley Street Types
Street Art						
Minimum requirement	Per design approval	Per design approval	Per design approval	Per design approval	Per design approval	Per design approval
Interpretive Signage						
Minimum requirement	Per design approval	Per design approval	Per design approval	Per design approval	Per design approval	Per design approval

Contextual Input Designation: b

Street Amenities	Office/Institutional Land Use (a)	Retail Land Use (b)
Street Furnishings/Street Art		
Seating Options		
Type	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.
Minimum quantity	10 linear feet of seating per 50' of street frontage per side	10 linear feet of seating per 50' of street frontage per side



Two (2) 5' benches every 50'

Street Amenities	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Hardscape Surfaces									
Sidewalks									
Preferred Design Description	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Brick pavers	Plain concrete w/artistic scoring patterns	Brick pavers	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns
Acceptable Design Description	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns and brick-banded amenity zone	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns and brick-banded amenity zone	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns
Crosswalks									
Preferred Design Description	Brick pavers	Brick pavers	Brick pavers	Brick pavers	Brick pavers	Brick pavers	Artistic designs in concrete or brick; must meet regulations	Brick pavers	Artistic designs in concrete or brick; must meet regulations
Acceptable Design Description	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Brick pavers or integrally colored concrete	Integrally colored concrete	Painted designs on concrete; must meet regulations
Bulb-outs¹									
Preferred Design Description	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Brick or concrete pavers	Brick or concrete pavers	Plain concrete w/artistic scoring patterns	Brick or concrete pavers	Brick or concrete pavers	Brick or concrete pavers	Brick or concrete pavers
Acceptable Design Description	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Stamped concrete	Stamped concrete	Plain concrete w/standard scoring patterns	Stamped concrete	Plain concrete w/standard scoring patterns	Stamped concrete	Decomposed granite in bike parking or interpretive environments
Amenity Style Group									
Amenities									
Furnishings, Barriers, Lighting Fixtures, and Wayfinding Elements, etc.	Contemporary	Contemporary	Contemporary, Encircling River Corridor	Traditional	Contemporary, Encircling River Corridor	Traditional	Private	Traditional	Artistic



Experiential Input Designation: 8

Street Amenities	Government Center District (1)	Financial Sub-district (2)	River Center District (3)	Delano Sub-district (4)	WaterWalk Sub-district (5)	Old Town District (6)	Museums on the River District (7)	Arena Neighborhood District (8)
Seating Options	Contemporary Insert Graphic	Contemporary Insert Graphic	Traditional Insert Graphic	Traditional Insert Graphic	Contemporary Insert Graphic	Traditional Insert Graphic	Artistic Insert Graphic	Traditional Insert Graphic





Selected benches are from the Traditional Design Style Group

Traditional Style Group Examples

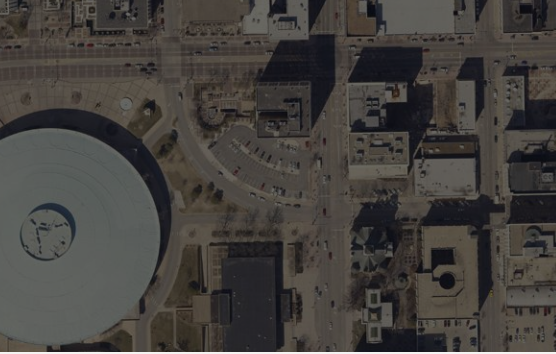


Traditional Style Group - Benches

Traditional Style Group	Amenity	Manufacturer	Model	Color
 	Bench	Du Mor Steel Bench w/ Backrest series	Steel Bench 19	Black *
		Victor Stanley Classic Series OR EQUIVALENT	CR-10	Black*

* See Discussion on Use of District Colors as Wayfinding Tool

Contemporary Style Group Examples



Contemporary Style Group Examples

Contemporary Style Group	Amenity	Manufacturer	Model	Color
    	Bench	Landscape Forms Parc Vue Series	n/a	Stainless
		Victor Stanley Streetsites Series	FS-50 FST-40	Black*
		Ironsites Series	SR-13	
		OR EQUIVALENT		

* See Discussion on Use of District Colors as Wayfinding Tool

Artistic Style Group Examples



Artistic Style Group Examples



Urban Landscape Concepts

Controlled Green
vs.
Natural Biodiversity

Horticultural Considerations:

- Aspect and Exposure
- Available root zone
- Soil type and drainage
- Available space for plant spread (especially for trees)
- Water demand

Design Aesthetic Considerations:

- Precedent
- Primary purpose of the landscape:
 - Serve as Wayfinding tool
 - Break up the “hardness” of the built environment
 - Encourage gatherings
 - Create rhythm and sequence
- Thematic influences

Urban Landscape Concepts

Controlled Green vs. Natural Biodiversity

The combined width of the amenity zone and the pedestrian zone will be the primary determinant of form and species for in-grade and containerized options.

Landscape Elements

Street Trees	Ped/Amenity Zone ≤ 8'	Ped/Amenity Zone > 8'	In Grade Installation	Container Installation	East-West Street	North-South Street	Medians > 5' but < 12'	Medians > 12'	Government Center	Financial Subdistrict	River Center	Delano Subdistrict	Waterwalk Subdistrict	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Subdistrict	Gateway Streets
Narrow Pyramidal (<6'spread)																		
Ilex x meserveae 'Berry Magic' Royalty	X			X	X				X	X			X		X	X		
Berry Magic Holly																		
Juniperus scopulorum 'Medora'	X		X	X		X			X	X		X	X		X	X		
Medora Juniper																		
Narrow Columnar (<6'spread)																		
Juniperus scopulorum 'Skyrocket'	X		X			X				X		X		X	X	X	X	
Skyrocket Juniper																		
Nandina Domestica	X		X	X	X				X	X		X	X		X	X		
Heavenly Bamboo																		
Pyramidal																		
Alnus glutinosa 'Pyramidalis'		X	X		X	X				X	X	X		X				
Black Alder																		
Ilex x Nellie R. Stevens		X		X	X				X	X	X	X	X	X	X	X	X	X
Nellie R Stevens Holly																		
Juniperus virginiana 'Manhattan Blue'		X	X			X			X		X			X				X
Manhattan Blue Juniper																		
Magnolia grandiflora 'Edith Bogue'		X	X		X				X	X	X		X		X	X	X	X
Southern Magnolia																		
Picea pungens 'Montgomery'		X	X		X	X		X	X		X	X	X		X	X		
Colorado Blue Spruce																		
Pinus bungeana		X	X			X				X	X			X				
Lacebark Pine																		
Pyrus calleryana 'Aristocrat'			X		X	X		X	X	X	X	X	X					X
Aristocrat Pear																		

Continuity vs. Homogeneity & How We Experience Place

Everything up to now has been designed to create CONTINUITY.
Without continuity we have chaos, the visual status quo in many areas of our downtown. Lack of continuity creates a lack of visual understanding.

Continuity is achieved by similarity... not sameness

We have therefore purposefully NOT CONTROLLED every aspect of the designed environment to avoid a homogenous experience.

How We Experience Place

People experience place through the five senses

Order space and site amenities to:

- create rhythm
- enhance views
- provide white noise
- avoid offensive odors
- change light levels (sun & shade/
night lighting)
- provide good smells
- provide peaceful settings amidst
busy street activities

Likewise, account for different interests and age groups

Take into consideration:

- multiple “eye level” heights
- create sense of discovery
- comfort
- moving people through space

Recognize that people experience the same place differently and try to provide something for as many variants as possible.

Tools of Diversity and Discovery

- Creative Use of District Colors for amenities that functions as pedestrian wayfinding.
- Use plantings to add visual interest, fragrance, and playfulness
- Build in flexibility of infrastructure to allow greatest diversity of end use as possible
- Utilize Interpretive Elements as layered experiences:
On the surface – visually interesting and pleasing, a little deeper – provide some sense of discovery with a little bit of education; and on the deepest level – incite curiosity and a desire to learn more. (NOTE: INTERPRETIVE ELEMENTS ARE NOT PLAQUES!)

Elements of a “Great Place”

- Intuitive and easy to understand: visual landmarks and good wayfinding
- Sense of safety: no hiding places and variety of seating options (varied view directions)
- Ease of Access: Good parking - people don't go shopping because of good parking but they will avoid places where they know they can't park.
- Design to minimize the bad as much as promote the good (dumpster locations and odors, bad views, etc.)
- Changing experience. This is where the private sector takes the lead: banners, hanging plants, sidewalk cafes, sidewalk bazaars. These guidelines encourage the provision of infrastructure to make these possible, but the responsibility for making these happen lie with the private sector.

Critical Mass

People Attract People

When sufficient density is achieved, the people become the attraction.

We must design to be functionally adaptable and thereby encourage the widest possible range of opportunities and uses.

